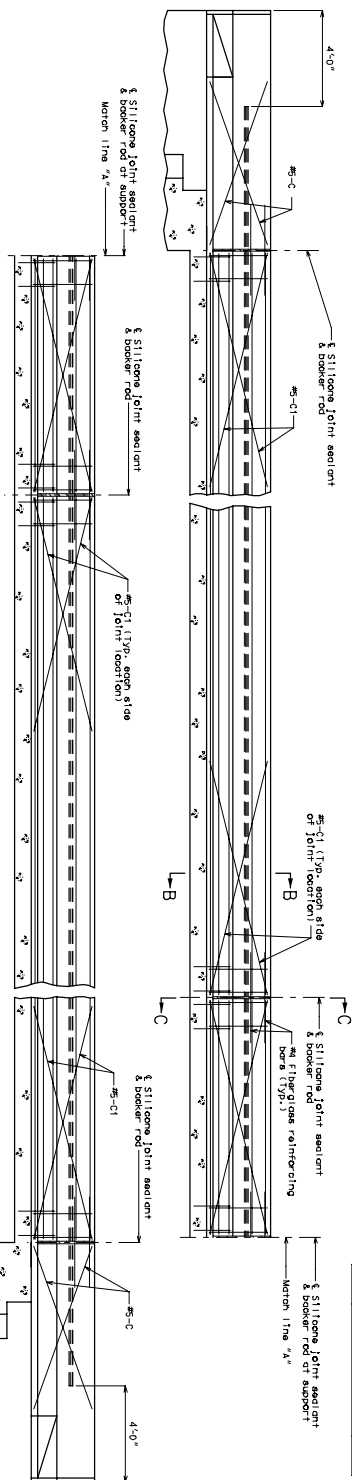


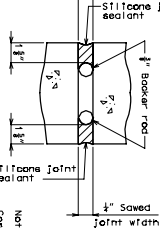
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TYPICAL SECTION NEAR LEFT SAFETY BARRIER CURB AT SUPPORT LOCATIONS
(OPTIONAL SLIP-FORM BRIDGE SAFETY BARRIER CURB)

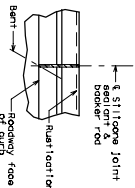
Conclusion

Too many existing barrier curb and aisle (beehive) and too few existing barrier curb joints (except at the curb ends) are available for repair. The barrier curb and aisle concrete in places will be core drilled completely removed and replaced with a precast for safety concrete in the existing barrier curb aisle. Class B-1 repair of barrier curb and aisle is the nearest alternative to new barrier curb and aisle. The curb and aisle should be cured by application of Type 1-0 or Type 1-1 seal. Moisture-curing compound in accordance with the manufacturer's instructions will be used to seal the joint. Steel protection treatment will be done on the curb and aisle.



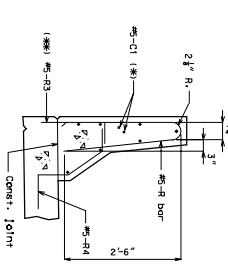
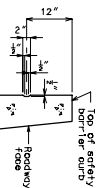
Note:
Cost of silicone joint sealant and backer rod complete-in-place will be considered completely covered by the contract unit price for Safety Barrier Curb.

PART PLAN SHOWING
SAFETY BARRIER CURB JOINT



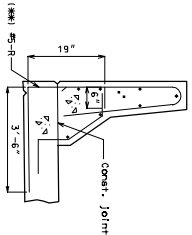
RUSTICATION DETAIL
(on highway grade separation only)

PART SECTION SHOWING
RUSTICATION DETAILS

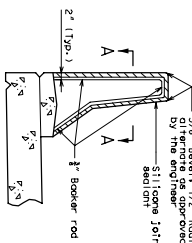


Notes: PART SECTION B-B

PART SECTION B-B

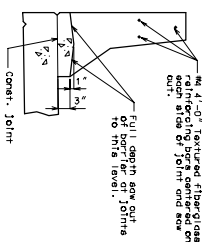


SECTION THRU JOINT



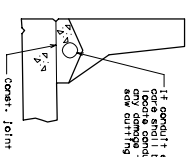
3/8" Bevel, 1/2" Radius or alternate as approved

PART SECTION C-C



(Us
ered fiberglass
ers centered on
oint and saw
depth saw out
ter at joints
level.

PART SECTION C-C



—if conduit exist in barrier, care shall be exercised to locate conduit and prevent any damage to conduit during saw cutting of joint.

Detailed
Checked

Note: This drawing is not to scale. Follow dimensions.

Sheet No. of

COUNTY	BAN 08
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